

# The Hongkong Telegraph.

NEW SERIES No. 5608

第四十二月九年三十三緒光

WEDNESDAY, OCTOBER 30, 1907.

三拜禮

號三十月十英曆

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,000,000

#### Branches and Agencies.

TOKIO, CHEFOO.  
KOBE, TIENTSIN.  
OSAKA, PEKIN.  
NAGASAKI, NEWHANG.  
LONDON, DALNY.  
YOKOHAMA, PORT ARTHUR.  
NEW YORK, ANTON.  
SAN FRANCISCO, LIOVANG.  
HONOLULU, MUKDEN.  
BOMBAY, TIE-LING.  
SHANGHAI, CHANG-CHUN.  
HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposit:—

For 12 months ..... 5% p.a.

" 6 " ..... 4% " "

" 3 " ..... 3% " "

TAKAO-TAKAMICHI,  
Manager.

Hongkong, 16th September, 1907. [17]

#### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$1,250,000  
ABOUT MEX \$5,000,000  
RESERVE FUND ..... GOLD \$1,250,000  
ABOUT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADEWELL HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

#### NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Descrip-  
tion of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and  
accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " 3 " " " "

3 " 3 " " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 16th September, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tels. 7,500,000

#### HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

#### BRANCHES:

Berlin: Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berlin.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Joseph S. H. Stern

Hamburg

Norddeutsche Bank in Hamburg

Hamburg

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank

Muenchen.

#### LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,  
Manager.

Hongkong, 11th January, 1907. [24]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

#### ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

#### Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Achey), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and corre-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

#### INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

6 " 3 " " " "

3 " 3 " " " "

J. L. VAN HOUTEN,  
Agent.

Hongkong, 28th June, 1907. [20]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUNDS ..... " 11,750,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., E. Shellim, Esq.

R. Goett, Esq., H. A. W. Slade, Esq.

C. R. Lenzmann, Esq., H. E. Tomkins, Esq.

A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per annum.

For 6 months, 3% per Cent. per annum.

For 12 months, 4% per Cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1907. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [22]

### THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £800,000

Shortly to be increased to £1,200,000

Reserve Fund ..... £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS

..... £800,000

1. ACCOUNT at 6% PER ANNUM on Current

Account on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,361 tons	Captain J. Everett.
"POWAN,"	3,338 "	H. I. Black.
"FATSHAN,"	3,360 "	C. V. Lloyd.
"KINSHAN,"	3,395 "	B. Branch (At Dock).
"HEUNGSHAN,"	3,398 "	R. D. Thomas.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST, (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain W. Reynolds.
"SUI-TAI,"	1,651 "	G. F. Morrison.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,883 tons	Captain S. Bell Smith.
"NANNING,"	1,559 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. Hotel Mansions, (First Floor), opposite the Hongkong Hotel, Or of BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 28th October, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. EXHILARATING DURING THE HOT WEATHER.

For further information apply to— BUTTERFIELD &amp; SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES. Hongkong, 9th August, 1907.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

## WINE GROWERS SUPPLY CO. BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet &amp; Co. For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call-Bells. Bath Rooms attached to Each Room.

Telephone Address:

"CHEF" No. 10, OKONG, Telephone No. 14.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling, Alleys, Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor.

Telephone No. 14.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
CHANGHAI, NAGASAKI, KOREA	"CAPT. G. MEINER"	THURSDAY, 1st Nov., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"ROON" Capt. G. Meiner	WEDNESDAY, 6th Nov., 1907.
MANILA, NEWGUINEA, SAMAR, RA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, 7th Nov., 1907.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 15th Nov., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	Beginning of Nov., 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 24th October, 1907.

## JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	Second half Nov.
TJIMAH	JAPAN	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIBODAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIKINI	JAVA	First half Dec.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 71.

YORK BUILDINGS, 181 ROSS.

Hongkong, 24th October, 1907.

## Dentistry.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

## Dr. M. H. CHAUN.

## THE LATEST METHOD

OF THE

## AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 16th April, 1905.

## NAVAL PROGRESS ABROAD.

## SLOWNESS OF CONSTRUCTION IN FRENCH YARDS.

## BY A NAVAL EXPERT.

There appears to be some searching of heart in France over the schedule of the Budget de la Marine for 1908, which have just appeared, and which set forth the intentions of the Department regarding new construction and the preparation of material for the future. One hundred and twenty million francs (four millions sterling) is the sum determined by the Chamber as necessary for the execution of the 1908 programme, and it appears that this sum will not be spent next year, as the "mise en chantier" or laying down of new ships, will only concern the "petite marine"; that is to say, that ten torpedo-boat destroyers and five submarines only will be begun.

It is evident that the Administration has reduced the number and importance of the vessels to be begun next year in order that effort may be concentrated on the construction of the six new battleships of the 1906 programme, the "mise en chantier" of which highly important vessels is already an accomplished fact. The work upon these ships, as well as the finishing touches to the battleships of the 1900 programme, which should all take their place in the fleet this year, will absorb most of the money provided, 53 millions of francs in round numbers. This method of procedure will have the advantage of fixing with some certainty the late at which the new battleships will be ready to hoist the pennant.

## SEVEN YEARS IN BUILDING!

These six "grosses unités" should be finished by the beginning of 1911, their construction having taken almost exactly four years, which will be a distinct improvement upon the inordinate length of time to which construction has dragged out of late years in the French dockyards, where a ship has been known to be as long as seven years from the laying of her keel plates until ready for commission. Of armoured cruisers none has been laid down in France for the last two years, as the money voted is to be spent on battleships; four of the former type of ship, however, still remain in the hands of the constructors, the Jules-Michelet, Ernest Renan, Edgar Ruinet, and Adolphe Rousseau. The two first-named are almost finished.

The number of small craft the construction of which will be proceeded with in the coming year is ninety-three—namely, thirty-two destroyers and sixty-one submarines and submersibles. The credit reserved for the "petites unités" in 1908 is considerable, as it exceeds thirty-two millions of francs, two-thirds of which will be expended on the construction of submarines. There is no question of the importance of these new engines of destruction particularly in France, and great efforts are being put forward to perfect and develop them, but it is to be feared that this expenditure has in it the taint of expediency. It is difficult in every country to allot the spending of public money on the basis of efficiency.

## WORKMEN AS MASTERS.

It is more than possible that the preponderance of small craft building does not meet with the whole-hearted approval of the officers of the active list of the French Navy, but Cherbourg, Rochefort, and Toulon are not adapted for the construction of big ships, and Ministers stand in great dread of the "Syndicate-Rouge," that sinister and militant trade union of the dockyard towns which, under the protecting wings and fostering care of the late Socialist Minister of Marine, M. Camille Pelletan, attained to such an unenviable notoriety. So completely are the national workshops under the domination of the workmen that work has to be spread out in order that continuous employment may be provided for the different trades.

Thus, an order for twelve submarines, given on August 26, 1905, to the port of Cherbourg, provides that two shall be finished in 1907, three in 1908, three in 1909, two in 1910, and two in 1911. Progress in submarine navigation is advancing rapidly, and it is exceedingly problematical if the Republic will be receiving value for its money when a submarine designed in 1905 is finished in 1911. The fact of the matter is, that in the past slowness of construction has led to an enormous waste of money in France, as ships just approaching completion have had to be practically reconstructed in order that the most modern improvements should be incorporated before they went to sea.

## A LARGELY AUGMENTED FLEET.

The number of types of submarines in commission and under construction is very large, and the differences are very remarkable: the "Guepe" type is 45 tons and the "Q 73" is to displace 577 tons, and between these extremes come a host of others. Speaking generally, the years 1907 and 1908 should see a sensible augmentation of the French Fleet, for during this time the six battleships of the 1900 programme will have received their armament, and the following year the two armoured cruisers, Jules-Michelet and Ernest Renan, the last big ships of this programme, will be commissioned. Twelve destroyers and sixteen submarines will complete the tale, but ships, large or small, projected in 1900 should be finished in less than nine years.

## GERMAN NAVY DOUBLED IN TEN YEARS.

The numerical strength of the German Navy has doubled in ten years. In 1897 it stood at 33,403 men, in 1907 it amounts to 46,000, and next year will be well in excess of 50,000. The following is the augmentation of officers in six years:

Officers	1901	1907	Increase
Engineers	924	1,519	595
Engineers	259	293	34
Doctors	264	334	70
Paymasters	119	181	62

At the conclusion of the German naval manoeuvres the Emperor, who directed the operations personally, delivered a criticism to assembled commanding officers on board his yacht Hohenzollern.

## RUSSIA'S LATEST WARSHIP.

On September 7 the battleship Imperator Pavel-Perrov was launched at St. Petersburg. This vessel is 6,900 tons displacement, has a total horse-power of 17,000, which is estimated to give her a speed of 18 knots with twin screws. Her coal carrying capacity is 3,000 tons, which will enable her to steam 6,000 knots at a speed of 12 knots. Her armament comprises four guns of 315 mm., twelve guns of 203 mm., twenty guns of 177 mm., and six of 130 mm., and eight Maxim machine guns, six torpedo tubes—five submerged and one above water. This battleship is an enlarged copy of the Tsesarvich, which latter was constructed in France by the Forges et Chantiers de la Méditerranée.

## Consignees.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "MONTROSE."

## FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 30th instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th October, 1907.

S.S. "TONKIN."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Charité* and *Malapm*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Underinsured. Goods remaining undelivered after MONDAY, the 4th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th November, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 4th November, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 28th October, 1907.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 28th of October, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of November, at 9.30 A.M.

All Claims must reach us before the 8th of November, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underinsured.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 28th October, 1907.

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "ARRATON AFAR," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underinsured.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th October, 1907.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 3 P.M. of the 31st instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are to deliver to the IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underinsured.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 29th October, 1907.



## Information

Booklet on "Defective Sight" — free.

CALCUTTA,	SHANGHAI,
59, Bentinck Street,	566, Nanking Road.



Intimation.

A. S. WATSON & CO.,  
LIMITED.

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WATSON'S  
CELEBRATED  
BLEND.

VERY OLD LIQUEUR  
SCOTCH  
WHISKY.  
A PURE MALT  
WHISKY  
OF  
GENUINE AGE  
VERY FINE  
AND  
MELLOW.

Per Case - - - \$15.00

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.  
Hongkong, 12th October, 1907.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 30, 1907.

THE HONGKONG TELEGRAPH

Mr. Peking Consul-General Sly's report on

the trade of Canton for 1906 has just been

issued by the Foreign Office. Mr. Sly opens

his report with a few remarks pointing to

the prospective continued growth of Canton

as a vast trading centre. He says:—Along

the front reach of the river, extensive build-

ing on the left bank is well in hand and

there is some idea of treating in a like manner

the north bank of the island of Honan, which

breaks the river into two sections from Wham-

po, some miles distant, up to the steamer

anchorage opposite the Canton City. Along

the back reach of the river, where there is

deeper water, Messrs. Butterfield and Swire

have elected spacious godowns and built

wharves on the south side of Honan Island;

and on the right bank of the river we find the

godowns of the Hamburg-America Line, with

a wharf rapidly approaching completion, the oil

tanks and godowns of the Shell Transport and

Trading Company and those of the Standard

Oil Company of New York, whose example

in the matter of godowns the Lapkai Oil

Company of Shanghai is now following.

Further, building on a considerable scale

is also in course of construction at Fai,

on the right bank of the river opposite to the

British and French Concessions on Shameen.

A railway connects Canton with the treaty port

of Samshui, distant 30 miles from the Canton

terminus at Shekwaikong, passing through the

populous and busy town of Fatsan. Some-

thing has been done during the year under

review to maintain this line in a state of

efficiency, and, to this end, 35,000 sleepers have

been provided at a cost of 6,000 dol., while

100,000 dol. have been expended in restoring

embankment and widening the track. There

is still, however, plenty of room for improve-

ment. The total number of passengers carried

in 1906 was 2,917,875. Water works are being

erected in the near vicinity of the city, to carry

clear water through some 50 miles of pipes to

every quarter. Other projects, again, are the

establishment of cement works in Honan

Island, and an iron bridge of foreign construc-

tion and design connecting this island with the

city of Canton. It is true that some of these

schemes may, in detail, be imperfect, and that

all, at any rate for some long time, may not

reach fulfilment; but in the main the right idea

prevails, and there is a distinctly progressive

tendency. Referring to the vexatious question

of the subsidiary coinage, the report observes

that traders, both in Canton and Hongkong,

have suffered from the results of an excess of

subsidiary coinage minted by the Provincial

Mint, the depreciation to which this excess has given rise has been as heavy as 10 per cent. At the moment of writing the minting of these coins has been prohibited by the present Viceroy for a period of three months, and it is to be hoped that the prohibition will be further extended. It should be added that already silver dollars are being manufactured in place of subsidiary coins. Reference is made to the comparatively small increase in the Customs revenue which amounted to 3,212,350 Haikuan taels (250,352), an increase of 157,792 taels over 1905—till now the record year. The disastrous typhoon of last year is partly responsible for the smallness of the increase. Mr. Sly wrote:—It must be forgotten that the shipping of the port was seriously hampered by the disastrous effect of the typhoon in Hongkong on September 18 last, the consequences of which made themselves felt for the remainder of the year; while the river steamer traffic was again seriously inconvenienced by the burning of the steamship *Hankow* on October 14, 1906. As regards the typhoon, it is a matter for congratulation that no actual damage was done to property at this port; at the same time the river service connecting with Hongkong was, as already indicated, completely disorganised. The fine fleet of the Hongkong, Canton and Macao Steamboat Company suffered greatly, likewise the smaller vessels. In fact, for the best part of two months no less than seven regular steamers were off the run. The lack of tonnage seriously affected all shippers, more especially purveyors of fresh fish and vegetables for the Hongkong market; and at times the scenes on board when coolies were clamouring for space for their wares baffled description. Native deck passengers and perishable cargo rates were advanced, and, to meet the situation, the German tramp steamers were chartered for about a month. The charges were unfortunate, and lost heavily.

LOCAL AND GENERAL.

We are informed that the date of the first Reel practice dance of the Hongkong St. Andrew's Society has been postponed from Monday, 11th proximo, to Tuesday, 12th.

It is stated that the European who was found floating in the harbour by the Water Police on Tuesday morning has been identified as a sailor belonging to the steamer *Montagu*, who was reported missing to the city police some days ago.

THE EMPRESS DOWAGER has issued an order to the inmates (eunuchs and others) of the various Palaces giving them three months to get rid of the opium habit. If at the end of that time any be found who are still continuing the habit, the culprits are to be punished with one from the Palace.

THE WAIWUPU has been appointed by the Chinese Chargé d'Affaires at St. Petersburg that the Russian Government has consented to double its first offer of the indemnity to China in the case of the Russian troops at Vladivostok in November, 1907, making the amount half a million roubles. This will probably close the "incident."

MR. W. T. PADDAPPA, manager of Messrs. A. S. Watson's aerated water department, prosecuted two coolies at the Police Court, this morning, for stealing three dozen bottles of ginger-beer, valued at \$3.85, the property of the Company. One coolie only was found guilty and he was given six weeks' hard labour and six hours' stocks. The other was discharged.

A MALAY, whose first name is Dislevani, the second unpronounceable, was arrested yesterday in his lodging house, in Square Street, by Policeman Lenaghan, on a charge of being in unlawful possession of a revolver, for which he could show no police permit. This morning, he was arraigned before Mr. C. A. D. Melbourne, who fined him \$5, and ordered the confiscation of the weapon.

A ROW between four sailors, who are employed at 253, Hollywood Road, last night, on the question of a misfit, ended at the Police Court, to-day, when three of them had to answer charges of assault. The fourth man, who was nearly reduced to a pulp, was the complainant. The accused pleaded guilty and were mulcted in the sum of \$5 each. They were also bound over in the sum of \$100 each to keep the peace for six months.

A TOKIO despatch of October 25 to the *N. C. D. News* says:—The N.Y.K.S. *Hakutsuru Maru* which collided with the N.Y.K.S. *Satsuma Maru* near Kobe on Wednesday has reached Kobe safely, but her repairs will take days to execute. The *Koko Maru* (2,895 tons) laden with rice from Rangoon for Yokohama, is aground near Moji. It is feared that she will be a total loss, except for a portion of her cargo which has been saved.

EARLY yesterday morning an Indian police constable found a Chinaman lying in Wo Poong Street, bleeding copiously from wounds about the head and arms. An ambulance was called and the unconscious man was removed to hospital, where the chance of his recovery is very much doubted. Inspector Ritchie's belief at first was that the man resided in that locality, and that while sitting on the verandah enjoying the fresh air he overbalanced himself. Inquiries made in the neighbourhood showed that that theory was incorrect. The man did not reside and was not known in Wo Poong Street. The only allegation that could be arrived at under the circumstances was that the man was in the act of entering one of the flats when he was disturbed and in attempting to quit the building in a hurry he lost his footing and fell to the street.

TUNG TUNG PIRACY.

BRITISH CONSUL'S REPRESENTATIONS.  
CANTON, VICEROY EXERCISED.

[From a Correspondent.]

Canton, 29th October.  
As reported, on the 22nd instant, at 9 o'clock in the morning, the British *Tung Tung* was attacked by pirates on the East River within the district of Tsung Shing, on the north east of Tungkun. The case has been reported to both the Civil and Military authorities of the place. Subsequently Mr. R. W. Mansfield, B.M. Consul-General at Canton, spoke to Mr. Wen Tsung-yao, Taotai, secretary of the Foreign Affairs Bureau of the Viceregal yamen, and narrated the particulars of the incident demanding a rigorous search and speedy arrest of the criminals. The plunder was reported to be of a value of about \$5,000 including cash-money. Taotai Wen informed H.E. Viceroy Chang with-out any delay of the occurrence.

Upon being apprised of the facts H.E. issued the following note:—There are patrolling and guarding corps on land and water in every part of the Kwangtung province. The Chuking River and its tributaries have been divided into sections and steam cruisers have been despatched for each section; strictest orders have been repeatedly issued by me to the effect that local officials (civil and military) of every district and their assistants and subordinates should keep the most diligent search for pirates and robbers. It is not the duty of the officials to strive for the suppression of criminals and the protection of merchants and travellers? Still, within recent months, piracy committed on merchant shipping of the inland waters are happening most frequently. Civil and military officials, holding the reins of government, do not show the slightest energy in the prevention of crimes. Moreover, no offender has ever been arrested on the spot in all the cases that have been reported, and after the occurrence of the offences, they pay not the least attention towards the arrest of the offenders. Their negligence of police affairs is truly deplorable to mention. The local officials of the district of Tsung Shing have not so far made a word of report concerning the piracy recently committed on a British launch off the waters within their jurisdiction; neither did they give information to their superiors about the nature and particulars of the crime, nor the items of the large sums alleged to have been robbed. Their conduct is reprehensible and dilatory to a degree. The Superintendent of the Central Police department is hereby charged to make a roll of the names of all the civil and military officials on land and water of the district together with those of every officer commanding the cruisers and guard-boats along the East River, and a mark of "great transgression" should be recorded against each of them. Allow them ten days' time for the apprehension of the pirates concerned with this case and the recovery of the booty carried off. If, after 10 days from date, they do not report any success in this doing, by me and their degradation shall be made a warning to those who are indolent as to police affairs under my authority.

Report is to hand that two of the pirates concerned in the *Tung Tung* hold up have been arrested by Mr. Chang-ka-chun, lieutenant of the right division of the Kwangtung navy, who detected them in a place called Ma-chung, in Tungkun district through an informer. They were delivered to the Chief of Police for trial. It is said that the pirates first came on board as passengers carrying a basketful of crab-balls, and when the launch was nearing Tung Tou Hou they removed the fire and arms were found hidden at the bottom of the basket.

A RICKSHA COOLIE'S SURPRISE.

THE RESULT OF BEING TOO FOND OF "WORK."

Chan Ping, a ricksha coolie, sat on the foot-board of his vehicle outside the Canton wharf, yesterday morning, awaiting the arrival of the last steamer from Canton. There were a number of other rickshas lined up on the edge of the quay wall, but Chan's "bone-shaker" was the last of the row. He had been waiting there for some time and, becoming tired of his long wait, he stretched back in the ricksha, his head resting on the seat, his hands spread out on the mid-guard, and fell asleep. He must have been in that position for nearly half an hour, dreaming the dreams of the just, when suddenly there came a loud call of "Ricksha!" The pillars of the other vehicles in the vicinity made a dash for the spot. Chan, hearing the clatter of the wheels, sprang up, but he had to untangle his legs, which were crossed under the vehicle, before he could get in motion. In doing so he got one of his wheels over the side of the quay, and before anyone knew what was happening the cry of "kau-ming" was heard, and Chan, ricksha and all were seen appearing into the water. Needless to say, the ricksha sank at once, and had it not been for the kind-heartedness of a district watchman Chan's days of "rickshasing" in the Colony would have ended there and then. Instead he was assisted out of the water—more dead than alive—and removed to the Government Civil Hospital for treatment.

WONG CHONG, a coolie, with soft hands, residing, at least formerly, at 159, Macdonnell Road, Kowloon, was very near killing himself this morning. As it was he came through in the experience with only a few scratches. Just before daybreak to-day, when the respectable citizens of Kowloon were abed, Wong climbed up the waterspout of house 165, Macdonnell Road—two doors away from his dwelling—and was landing on the verandah when he received the shock, which all but ended seriously. Seated in a canvas chair at the further end of the verandah was the occupier keeping an eye on his movements. The surprise was so great that Wong released his hold on the waterspout and landed in a heap on the side-walk. A *Yukong* assisted him along to the Van-ma-di Police Station. This morning, he appeared before Mr. F. A. H. Island, on a charge of entering a dwelling-house with felonious intent. He was found guilty and sentenced to three weeks' hard labour and six hours' stocks.

CANTON DAY BY DAY.

SHUM'S PROPOSED RE-APPOINTMENT.  
[From Our Own Correspondent.]

Canton, 29th October.  
As the rumor of the re-appointment of H.E. Shum Chun-huen as Viceroy of the Liang Kwang provinces is current at the Capital, the Canton Authorities have despatched a telegram to Peking inquiring if there is any truth in the rumor. A reply has now been received here from the Nor stating that T. E. Chang Chih-tung and Yuan Shi-kai have strongly recommended the appointment of H.E. Shum as Viceroy to the Southern capital, but it is surmised that he is quite unwilling to accept the post, and has not yet reported to the Throne his recovery to health. It is also stated that as soon as H.E. Shum memorialises the Throne announcing his recovery, he will be given an appointment.

PIRACY RAMPANT.  
Within this month, several cases of piracy on junks have been reported to have taken place on the East River. Only the other day another junk coming to Canton from Weichow was pirated when nearing a place called Son Tong and all the valuables worth several thousand dollars were carried away.

LIKIN ON CEMENT ATERIAL.  
A like station has been established at Shen Wai Tong, for the levying of like dues on stones, exported from the districts of Tungkun, and Ying Tak along the North River, for the purpose of manufacturing cement. The rate of this due charged is at 1.2 candareens per picul of stone exported.

LIIKIN COLLECTIONS.  
The collection of like dues as reported by the Likin Bureau of Canton for the ten days from the 11th day of this moon to the 20th day is Taels 4,385.00.

ANTI-OPIMUM REFUGE.  
The Po Tze Monastery in the western suburb in which the hospital for the treatment of opium smoking patients was established by the Central Anti-Opium Association was first intended to be turned into a college, and was only temporarily rented to the Association for a period of three months. Now as the term of the lease of this building is about to expire, the Anti-Opium Association is to vacate the premises.

SHEK SHING QUIET.  
A telegraphic message has been received from the district of Shek Shing in the prefecture of Kachow reporting that the disturbance there has been suppressed and that troops have now been placed in the different points to check the bad characters from rising again.

ITALIAN CONVENT PRIZE-GIVING.

THE GOVERNOR'S ADDRESS.

H. E. OFFERS SPECIAL PRIZES.

At the distribution of prizes to the scholars of the Italian Convent yesterday, after the reading of the manager's report, H. E. the Viceroy, in presence of the Italian and Chinese dignitaries, before I present the prizes I would like to say one or two words. It affords my wife, Lady Lugard, and myself the very greatest pleasure to be here this afternoon, and to testify by our presence the profound interest that we feel in the noble and self-sacrificing work which the ladies of this Convent are carrying on. Where all is so admirable, so essential and so good—thanks to those who are devoting their lives to the work—it would be invidious for me to compare the utility of one section with another. We have the testimony, the expert testimony, of the Inspector of Schools as to the success which has been achieved in the educational department which comes under the Grant in aid, and I am sure that our Chinese friends will testify to the great good which is being done by the Infant Classes, who are not yet under that code. But the section which appeals to me personally most, and in which I confess I have the greatest interest, is the industrial section in which the orphan girls are taught a means of livelihood which may be useful to them hereafter, and by which they are able to help forward, and contribute towards the maintenance of the school in which they are being cared for. I believe, ladies and gentlemen, very much in self-help and self-reliance, and I think that a system of education and daily surrounding in which those qualities are inculcated upon every boy and girl, is the greatest boon that can be bestowed upon a child. My predecessor, as the manager of the school has just reminded us, save a prize for hygiene, and I am very glad to hear that it has been effectual in promoting the study of that most important branch of education: I shall be glad if my suggestion to present a memento to the Convent upon which shall be engraved each year the name of the pupil who has obtained the highest marks, month by month, for usefulness, integrity and for self-reliance. I said just now that I believed the surroundings and the education which produced those qualities are the greatest boon that can be conferred upon a child. I think that if they recognise that falsehood and dishonesty are not merely detestable because they involve punishment, but that they are in themselves mean and below the standard of life they have adopted, if they learn to realise that usefulness and self-sacrifice are not merely good because they are praised, but that they bring to those who pursue them higher reward and greater satisfaction than any external praise, that their reward is in the love of all those who surround them, they will for the rest of their lives become better in whatever surroundings they may be placed. In addition to the souvenir which I would like to present to the Convent and which would permanently remain in it, and on which the name of the successful student would be engraved each year, I propose to present a small souvenir to be given to the successful student at the half-yearly mid-summer distribution of prizes (half applause).

WUCHOW NOTES.

SPORT.  
Wuchow, 28th October.

Wuchow has lately had an unusually good time as far as sport is concerned. The local men met H.M.S. *Sandpiper* in a shooting match yesterday and were defeated by 9 points. Chief P. O. Coble put on a possible at 300 yards and came in for a hearty cheer.

A cricket match played on Saturday between the *Sandpipers* and the Wuchow Cricket Club resulted in an easy win for the shore men by 7 wickets. Wuchow won the toss and sent Messrs. Daniel and Komaroff in to bat. A good start was made as 55 runs were put on for the 1st wicket before Daniel played on. At 85 the innings was declared closed, for 3 wickets. Of the above total Komaroff got 30, Daniel 28 and King 15 not out. The naval men put up a feeble show against the bowling of King and Daniel. Each of these bowlers took 5 wickets and dismissed the *Sandpipers* for 30 runs. A game of football is to be played this evening between the same teams and an enjoyable game is anticipated.

CONCERT.  
The members of the Wuchow Club were "At Home" to the officers and crew of H.M.S. *Sandpiper* on Saturday night, when a very enjoyable "Smoker" was held in the Club. The Club rooms had been tastefully decorated with flags and ever-green and presented a very cosy appearance. Mr. "Johnny" Rule was unanimously elected chairman and carried out his duties in a most satisfactory manner. Mr. Jones opened up with a lively air on the piano and was followed by Mr. Lewis who kept the audience in roars of laughter by his rendering of "old yew row." Mr. White followed with "Masks and Faces" and was succeeded by Mr. Komaroff with "Rip van Winkle was a lucky man." An encore was demanded and given. Surgeon Holmes, R.N., was immensely successful with his encore of "Stop your tickling, Jock!" Mr. Van Aalst was loudly applauded for his pianoforte selection from "The Trovatore." Messrs. Williams, Corkery and Felt followed with songs which were appreciated. An interval followed during which refreshments were served. Mr. Jones opened Part II. of the programme with the "Chorister" after which 10 numbers were given before the "Smoker" terminated. Special mention must be made of Mr. J. Van Aalst's flute solo "Vignone" which was splendidly played. Loud demands for an encore were complied with. Dr. Holmes was again exceedingly funny in his rendering of "Short Stories" and had to come on again to the inevitable encore. Mr. Williams gave the "Roley Policy Eye" and Mr. Komaroff the "Anheuser Bush" in good form. The accompanying was shared by Messrs. Jones, King and Van Aalst who gave great satisfaction. After the National Anthem had been sung Mr. Rule thanked the visitors for their presence and expressed the wish that this would be the forerunner of many more similar enjoyable entertainments "roughing" with the "Smoker" of Dr. Holmes, who, on behalf of the *Sandpiper*, thanked the members of the Wuchow Club for their hospitality and the pleasant evening and wished the Club and members success. Cheers for the *Sandpiper*, the "Chairman" and the hon. secretary, Mr. Komaroff, were then given, after which the gathering dispersed, voting the evening a most enjoyable one.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 30th at 1.30 a.m.—Orders issued to hoist No. 2 night signal. At 4.30 a.m. to hoist the Black Ball (indicates a typhoon W. of Colony, within 50 miles).  
At 11.15 a.m. to hoist the Black Cone, point upwards, and Ball (indicates a typhoon N.W. of Colony, within 30 miles).  
At 1.55 a.m.—The barometer is rising over Tongking and in Hongkong, and falling in the Formosa Channel and on the China coast to the Northward.  
The typhoon was recurring to the N.E. yesterday, and is situated to the N.W. of Hongkong. The highest pressure appears to lie over Western China. Except at the Southern stations it is in moderate to considerable defect of the normal generally.  
Strong variable winds and unsettled weather may be expected in the Formosa Channel, and fresh and strong S.W. to N.W. winds along the Northern shores of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.55 inches.

FORECAST.

1.—Hongkong and neighbourhood, S.W. to N.E. winds, strong to fresh; the weather is expected to improve.  
2.—Formosa Channel, variable winds, strong.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, N.W. winds, fresh.

SHIPPING AND MAILS.

MAILS DUE

English (*Durand*) 31st inst, 6 a.m.  
Indian (*Namsang*) 4th prox, a.m.  
German (*Roon*) 5th prox.  
Italian (*Lialang*) 10th prox.  
German (*Princess Alice*) 6th prox, a.m.  
Canadian (*Empress of China*) 17th prox.  
The E. & A. Co.'s s.s. *Eastern*, from Sydney, left Manila this morning, for this port.  
The Ben Line s.s. *Benlodi*, from Middlesbrough and London, left Singapore yesterday, for this port.  
The Boston S. S. Co.'s s.s. *Tremont* sailed for Victoria, B.C., for usual Japan and China ports on 27th ult.  
The C. P. R. Co.'s s.s. *Empress of China* left Yokohama p.m., on 29th inst., for Hongkong via usual ports of Call.  
The I. C. S. Co.'s s.s. *Namang* from Calcutta and the Straits 1st Singapore for this port on 29th inst., and will be due here on or about 4th prox, a.m.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

OPIMUM CULTIVATION IN CHINA.

COMMISSION OF INVESTIGATION.

PROPOSED REDUCTION IN EXCISE DUTY.

[From a Correspondent.]

Canton, 29th October.  
A Peking telegram was received here to-day reporting the despatch by the Imperial Government of eight special commissioners to various provinces to investigate the question of the cultivation of native poppy in China.

The object of the Commission is to facilitate the preparation of arrangements for reducing the excise duty by provincial Governments and also to reduce the area under poppy cultivation within the empire.

SMUGGLERS DESPERATE.

NINETEEN GUNBOATS CAPTURED.

FLEET OF FIFTY TO FORM PUNITIVE EXPEDITION.

[From Our Own Correspondent.]

Shanghai, 29th October, 11.55 a.m.  
The salt smugglers at Quinsan have defeated and captured nineteen of the Imperial gunboats.

A fleet of fifty vessels is being mobilised to proceed on a punitive expedition against the smugglers.

EMIGRATION TO HONOLULU.

FRENCH STEAMER TO CARRY EMIGRANTS.

The *Official Gazette* announces that an application made by the Yokohama agent of the Chargeurs Réunis for permission to carry Japanese emigrants by the company's steamer *Admiral Exelmans* has been granted. The captain of the steamer is M. Gené and the ports at which emigrants are to be shipped are Yokohama and Kobe. The duration of the voyage between Kobe and Yokohama is fixed at 36 hours and between Yokohama and Honolulu 14 days. The number of emigrants to be carried on a voyage must not exceed 1,000. The permission is valid up to the 15th of next month from the 20th instant.

RAILWAY ENTERPRISE.

BRITISH AND CHINESE CORPORATION'S NEGOTIATIONS.

Mr. J. O. P. Bland, representative of the British and Chinese Corporation, is consulting the Waiwupu in regard to the loan of £1,500,000 from British capitalists for the construction of the proposed Soochow-Hangchow-Ningpo railway, but according to a joint telegram from the Governors of Kiangsu and Chekiang, the Directors of the Chinese Railway Companies at Panghai and Soochow and the natives are opposing the proposed loan on the following grounds:—

- 1.—As the British concessionaires did not do anything during the ten years after the conclusion of the preliminary agreement in 1897, the concession has now lapsed.
- 2.—In June, 1903, H.E. Sheng Kung-pao wrote officially to Mr. Bland to the effect that if the concessionaires failed to commence work within six months the then preliminary agreement would be cancelled; but no reply was received from the representative who was work begun at that time.
- 3.—The Chinese Railway Companies of Kiangsu and Chekiang have no need to add a loan from the said Corporation as was done for the proposed Tientsin-Chekiang trunk line, for they have funds to build the Soo-Hang Ning railway themselves without assistance.
- 4.—The natives of Kiangsu and Chekiang obtained Imperial permission last year to construct the railway with purely Chinese means and funds.
- 5.—The Chinese Railway Company at Hangchow has now completed the construction of the short railway from the city to Kiangshu (i.e. along the Chien ang river) and opened it to traffic as part of the service in Chekiang, while the company at Soochow is laying rails for the Shanghai-Sunkiang portion and preparations are being made to push them forward as soon as possible.
- 6.—Although the proposed loan of £1,500,000 is to be guaranteed by the Provincial Governments of Kiangsu and Chekiang, yet, as both capital and interest will be repaid out of the profits of the railway in future, it is the same as placing it on mortgage.
- 7.—As the construction of railways in China with Chinese money is an important matter, the Peking Government should exert itself to retain full control, otherwise the consequences will be greatly detrimental to both the country and the people.

At the conclusion of the telegram the Directors added that they did not wish to suggest that China should not make use of foreign loans but such should be negotiated without the guarantee of the Government. A request was then made to the Waiwupu to hold B. K. Sheng responsible for the nullification of the existing preliminary agreement.—A. C. U. News.



## Telegrams.

[Reuters.]

## The Financial Crisis in America.

London, 28th October.

New York reports that freight has been engaged to \$6,500,000 gold for shipment from Europe.

President Roosevelt has written to Mr. Cortelyou, congratulating him and the financiers on the way they handled the crisis, threatened the destruction of credit essential to legitimate business.

Later.

Mr. Cortelyou has returned to Washington. He does not anticipate any further financial trouble.

## Lord Cromer.

Lord Cromer has been presented with the freedom of the City of London at the Guildhall.

## Asiaties in British Columbia.

The Vancouver Finance Committee has passed a resolution demanding the exclusion of Asiatics, at least for a time.

The Committee is also arranging to memorialise the Dominion Government to procure the abrogation of the treaty with Japan.

## THE ROYAL SANITARY INSTITUTE.

HONGKONG BRANCH.

The following examinations were held on the 28th and 30th inst., viz.—Practical sanitary science. Result: Alex. Vernon Parker.

Inspectors of Nuisances: John Sutton, C. W. T. Brett, Samuel Robert Lloyd, and George Willis.

Examiners:—Hon. Dr. Atkinson, F.R.C.S., Hon. Mr. W. Chatham, M.C., Dr. Francis Clark, M.D., Mr. A. H. Ough, A.M.I.C.E., Mr. R. H. King, A.M.I.C.E., and Capt. St. John, A.S.C. Hon. Secretary: E. Ralph, F.R.C.S., M.R.S.A. Inst., Moderator: Alfred Carter, M.R.S.A. Inst.

## ADVENTURES IN WESTERN CHINA.

An American named Deminil is due here to-day, says the N.C.D. News of Oct. 26, from Chungking and probably will appear before the U.S. Court for China on Monday morning on a charge of manslaughter. Deminil went up the rapids in a Chinese boat nearly a year ago and, since that time, has been on the run, having been arrested at Ichang by not reporting his destination nor obtaining a passport. He was delayed there, accordingly, and in consequence of a report forwarded to Chungking the American Consul at that Port was on the look-out to prevent him going further West, as Chungking is the last Western Treaty Port, and the presence of an alien in the middle of China is almost invariably the cause of Chinese suspicion, and trouble with the Viceroy. For the native authorities are in constant dread that the location of several Consular representatives will be followed by an influx of merchants into the capital of Szechuan. There is not, however, any American Consul-General at Chungking and Mr. Milton Mitchell of Chungking has to exercise supervision over the whole province.

Deminil went past Chungking without being seen and, it appears, called at Chengtu before proceeding on to Yunnan Province. Yunnan butted like a disturbed hive of bees as the solitary foreigner wandered through the country forcing the native officials to provide him with pack animals. First he said he was a teacher, and later on the native understood that he was a missionary on his way to open up a mission at Tachienlu. The natives were easily given to misconception, for foreigners are not in the habit of exploring those hostile regions as a whim. A report was sent back to Chungking, on June 4, asking the American Consul to cause the wanderer's return. Messages were sent to Deminil, but if they reached him, they were disregarded and he journeyed on towards the Tibetan border. In order to go still further a team of yaks was obtained and a dispute arose with a party of soldiers over some of the draught animals. During the disturbance, which occurred at Antuiz, which is about six days' journey from Tatsung, a Chinese was shot dead, it is alleged, by Deminil. The native authorities then deemed it essential to take active measures; Deminil was arrested and the party started on the long journey back to Chungking. Shortly afterwards a report was received here that the prisoner had jumped overboard from the Chinese gunboat on which he was travelling, and that he was drowned. That, however, was not the case, for the small military mandarin in charge of the escort stopped the boat, found that the prisoner had swum ashore, re-arrested him and ultimately arrived with his prisoner at Chungking without any further mishap. The Viceroy communicated with the American Consul and gave his personal word that the charge preferred by the Yunnan authorities was correct. Mr. Mitchell, however, explained that some witnesses of the occurrence were an absolute necessity. Further delay supervened and the prisoner was confined temporarily at H. B. M. Consular Quarters until two native witnesses were procured from Yunnan. A preliminary hearing was then held at the American Consulate and the prisoner was remanded to stand his trial at the U.S. Court for China. It is reported that the prisoner pleaded not guilty and urged that he fired at another man, not the one who was killed, and that the action was taken in self-defence.

At the American Consulate at Chungking, in addition to having no lock-up, has no marshal either, the transfer of the prisoner presents difficulties. Eventually Mr. J. B. Illow, a British subject and a former resident of Shanghai, agreed to act as U.S. Court Marshal pro tem and he is now on board a Nishin Kisen Kaisha's steamer, after making the journey down the rapids safely, and will arrive here to-day, with the two witnesses and the prisoner.

## THE "IMPRESS OF CHINA"

LEFT VINCULATED FOR HONGKONG.

Mr. D. W. Craddock, general traffic agent, C. P. R. Co., informs us that he has received from his Vancouver office cable advice that the *Empress of China*, reported sunk at Vancouver, is still afloat yesterday for Hongkong, via the usual ports of call.

## THE FUTURE OF HAINAN.

The other day an article was published in the *Courier et Halphong* advocating that the territory of Kwang-chow-wan should be restored to China, by France in exchange for the island of Hainan. In an equally interesting and lengthy article, the same paper now gives reasons for believing the proposal to be impossible of accomplishment.

The new writer agrees that Kwang-chow-wan is useless to France, and that the millions spent on it have been wasted. It is no going to become a second Hongkong; and France, he thinks, would be well rid of it—for some compensation. But that Hainan is to be the "quid pro quo" he does not believe. How, he asks, would China benefit by such a deal? Hainan, one of the largest islands in the world, has fifty times the area of the territory leased to France; its population is immensely greater, and the interior contains gold, copper, silver, coal, etc.

From the French point of view, the writer goes on to say, the island is not worth having. There is presumably much wealth in the interior; but there are no rivers and means of communication. Only the coast is inhabited by a mixed race, Chinese and Loi, accustomed to a miserable existence, and about 20,000 of them emigrate every year. The island imports more than it exports; and the economic balance is maintained by the money of the emigrants. If the island becomes French, many millions would have to be poured out again; and he thinks France can do better with her resources. The recent treaties have entirely changed the military importance of the island.

Lastly, as to the suggestion that, no European Power could take umbrage at the exchange, this writer says:—Are you sure of that, dear confrere? Have you then forgotten the diatribes against France of the English Press, of the whole Far East, attacks which had an echo in England and France, about a year ago, when it was reported that we had designs on Hainan? The annexation of Hainan by France would be about sufficient to rupture the Anglo-French "entente cordiale," as well as the Franco-Japanese one. Why? Because the maintenance of Chinese authority over the island is a vital question for the wealthy British Colony in the Straits. Hainan sends 20,000 workmen to the Straits and the Malay States every year; and the British are afraid of losing a source of their supply of labour. Hence all the cries, the vociferation, the inflammatory articles against us, of our friends across the Channel, who were crying out because the island was in our hands the emigration would cease, which is probably true. Think you then that we could lightly risk such eventualities for a hole—possibly rich, but no one can say—the acquisition of which by us would please nobody? Truly, we should abandon Kwang-chow-wan; but we should seek out "quid pro quo" elsewhere than in the island of Hainan.—(Rangoon paper.)

As to the above we have only to repeat that there will never be any disturbance of the status quo in regard to Hainan. Hainan is Chinese, and will so always remain so long as the British Government's instructions to its Minister at Peking—we have good ground for believing in their existence—are adhered to. When the question of the occupation of Hainan was frequently urged some years ago in the Indo-China papers, we pointed out that if any step of this kind were permitted—there was no *entente cordiale* then—all the Hainan boys, cooks, and other servants in the Straits, in Siam, and elsewhere, would become French subjects, and come under the jurisdiction of the Consuls and Vice-Consuls for France. This position, were it to be allowed to occur, would end in continuous trouble and difficulty, as the smallest reflection will show. So impressed were we with the conviction of the political inexpediency of permitting these aspirations to be indulged in at Saigon and in Tonking, that copies of the *Singapore Free Press* containing these arguments against any alienation of Hainan from China to France, or for the matter of that to any other power, were sent to the British Minister at Peking and to the Colonial Office, in both cases with a covering letter. A reply came from Mr. Chamberlain through one of his secretaries thanking the Editor, and saying that the matter was having his immediate consideration. By the same mail the Colonial Office communicated with the Governor at Singapore, and also with the Minister at Peking. A return mail from Peking brought the delayed acknowledgment from the British Embassy and, the then Colonial Secretary, the late Mr. Kynnersley, invited the Editor to confer with him and give him what information was attainable as to the Indo-China attitude and the character of the political objections on our side to the much clamoured for annexation of Hainan. We are now, happily, too good friends with France, to permit for a moment any such wild scheme to be mooted. China in regard to a matter of direct concern to both Britain and Japan, and as France has now not only a good understanding with Britain but a friendly arrangement with Japan it is altogether outside reason that there should even be any loose talk of a project that would certainly raise dangerous friction between Britain, Japan and China on one side, and France on the other. We are all getting on very nicely as we are, and we had better let it stand at that. Siam and the Straits are quite content that their Chinese immigrants shall remain Chinese, but the European communities in these countries would never stand finding all their household servants turned into Chinese Frenchmen.—Ed. S. & P.

## THE BIRTH OF ANOTHER YELLOW ARMY.

CHINA'S MILITARY REORGANIZATION.

The rise of China to the position of a military power in Asia is a contingency which cannot fail to exercise a profound effect upon all political calculations for the future. Much has to be done before this can come about. But we know what Japan achieved in forty years, and China possesses capable and energetic men, who are devoting themselves to this object with zeal and determination.

At all events, if the new Chinese law or regulations for the reorganization of the army are undeviatingly adhered to and financially supported, there can be no question of the immense future influence of the Celestial Empire, not only in Asia, but in all those great world questions which are gathering around the supreme problem of Yellow competition with the White man.

An examination of the new regulations will do more than anything else to emphasize the possibilities of the future. These are undoubtedly inspired by the principles governing the Japanese military organization, but are the joint work of the Department for the Organization and Instruction of the Chinese Army and of the Ministry of War, and thus testify no less to the capacity of the Chinese organizers. The principles governing the reorganization are revealed in a series of axioms which our own Radical Mandarins would do well to take to heart. For instance, it is set forth that "All foreign countries have strong armies always ready for war, with the object of avoiding war." Also, "There cannot be too many officers in time of peace; in war there is a rapid waste, and they cannot be improvised." There are others equally sound. Next, under the heading of "General organization," we get "The Chinese army is for the future to be 'National,' and no longer, as has been the case up to the present time, a heterogeneous one, composed of provincial forces at the disposal of the different Viceroyalties." It is to be divided into "The Active Army," "The First Reserve," and "The Second Reserve," and for the future it will be entirely devoted to preparation for war, police and gendarmes being entirely responsible for the maintenance of civil order. The army is to be divided into divisions of all arms—infantry, cavalry, artillery, engineers, and train—and thirty-six divisions are to be formed by the year 1922.

THIS REORGANIZATION SCHEME is at the present stage so far advanced that in Chi-Li three Chinese divisions and a strong mixed brigade of Manchus, both of the Active Army, have already been formed, while similar steps are being taken in Shantung, Honan, and Shensi. In other provinces, of the West and South, the same work is being pushed forward, in spite of the great difficulty in China, above all countries, of substituting a new for an old system of things.

But the greatest difficulty in the path of speedy reform is the lack of sufficiently trained officers, especially of superiors for rank, worthy of the name. Seven years ago, during the Boxer trouble, only a very small number were turned out by the Military School at Tientsin, founded by Li-Hung-Chang, and similar embryonic establishments at Nankin, Canton, Wuchang, Ningpo, and in Manchuria. The greater part had no military value whatever. Opium smokers to a man, grossly ignorant, and badly paid, they misappropriated the pay of the soldiers, could not ride, and rarely ever ventured on the drill-ground, leaving to a few juniors, who had been trained on the German model, the task of teaching the men certain automatic movements of little fighting value. A short, the Chinese army, although possessing magnificent raw material, was useless for war, because, except a few captains and lieutenants, its officers were utterly deficient both numerically and professedly.

THE CHANGED ORDER OF THINGS has been brought about by the gradual growth of Japanese influence and the appointment of the young, energetic, ambitious Yuan-Shi-Kai to the Viceroyalty of Chi-Li. This man, with the assistance of the Emperor, established a number of excellent military schools, into which Japanese instructors, speaking the Chinese language, found their way. These men, contenting themselves with small salaries and secondary classes, cleverly succeeded, before very long, in supplanting all the German instructors, who had endeavoured to obtain a monopoly of this work with the object of securing commands in the Chinese army for German officers exclusively.

In 1902 Chinese students began to be sent to the military schools in Japan. They were treated with the greatest consideration and attention, and the excellent results of their studies caused a large multiplication of their numbers, as well as of Japanese instructors, in the Chinese civil, military, naval, and police establishments. The great provincial Governors were successively won over by Japanese influence, and at last, at Japanese instigation, the Lien-ping-chou was created, the medium of administration and centralization, which, superseding the old Ministry of War, at once devoted itself to the formation of a strong corps of trained officers and the formation of a system of military education.

We here reach the threshold of

## CHINESE MILITARY EFFICIENCY.

There are already in working order thirty-five military schools, with six thousand three hundred students, besides those in Japan and a few in the European schools. It is laid down that the students must be young men of good birth, and, in order to attract such, a recent decree has restored to officers their assimilation with the Mandarinate. Their pay also has been raised, and will continue to rise by degrees.

A student passes through the Preparatory School to the Secondary School, and thence to the Military School proper, receiving his commission not later than the age of twenty-five years and four months. After two years' study

vice he can, if clever, enter the Superior School of War for two years, with a view to staff service or duty in the schools; higher grade schools for each branch of the service being also available for advanced courses. Schools for non-commissioned officers are also in full working order. It is thus evident that China is making various efforts to form a body of trained officers, but it will require at least a generation, or thirty years, for the young officer of the new school to reach the upper ranks of the army. At present, the Chinese higher officer, although possessing a good general knowledge and capable of automatic manoeuvre work, has not the true qualities of the military chief, and cannot dispense with the assistance of young advisers, who are generally taken from those who have been through the Japanese schools.

Although their general behaviour is now excellent, old habits of indolence and of taking opium still linger among the older men. Neither sports, fencing, racing, nor athletics are persevered with as in Japan, and the cavalry officers, mounted on quiet Mongol horses, are not horsemen. But the younger men are already showing themselves capable of better things, and the present movement promises results which it is impossible to calculate.

THE NEW REGULATIONS show equal care in the raising of the rank and file. In the first place, service in the new Chinese army, except for the Manchus, is to be voluntary. In principle "only men belonging to a known family, and able to furnish the names of their forebears up to the third generation, will be allowed to engage." They must be of good physique, not opium smokers, have no secret vices, and never have been mixed up with revolutionary matters.

Not least in importance are the new pay regulations. The Chinese recruit, as soon as accepted, is now allowed a small rate of pay and his travelling expenses on joining. The full pay of the soldier amounts to 41 taels, or 13s. 6d. a month. One tael per month is deducted, and sent through the local Mandarins to the soldier's parents, due receipts being exacted for the same, while parents are allowed to complain through their sons to Corps Commanders in case of any delay in such payments. Moreover, if a soldier, after three months' service, passes an examination, his parents, if possessed of less than five acres, will be exempted from the land tax. Other advantages are also granted them, by which every encouragement is given to recruiting.

From beginning to end the new Chinese regulations are a model of THEORETICAL PERFECTION, and as far as they have been put in practice have already achieved excellent results. As we found at Wei-Hai-Wei the Chinese soldier is strong, muscular, sober, smart, and efficient, and a wonderful marcher. Unlike his officer, he takes kindly to gymnastics. He has now good barracks, good beds, good clothes, and food, and, in time of sickness, hospitals, doctors, and nurses. His general education is carefully inculcated, such as honour, patriotism, devotion to the Emperor, while to arouse his enthusiasm he is taught to sing inspiring soldier songs. It is also worthy of note, as evidence of the real military awakening of the Empire, that, following again the example of Japan, military drill is now part of the regular curriculum of school and university students.

The completion of this great reorganization of the Chinese army must, of course, depend upon financial considerations. The annual cost of the contemplated thirty-six divisions will, probably amount to £16,000,000, the provision of which sum would entail radical changes in the whole financial and administrative system of China. This, unless the influence of Japan continues, may initially reduce the scheme; but enough has already been achieved to show us the coming military renaissance of the second great nation of the Yellow race.—By a "Soldier" in *Pail Mall Gazette*.

## NEW CHARGERS KEUNIS STEAMER.

The *s.s. Malle*, built to the order of La Compagnie des Chargeurs Reunis, of Paris and Havre, by Swan, Hunter and Wigham Richardson, Limited, Wallsend-on-Tyne, left the Tyne on the 2nd Sept. to carry out the necessary trials, extending over two days. The vessel's dimensions are: 48ft. by 55ft. 8in. by 36ft. 11in. The engines have been constructed by the Wallsend Shipway & Engineering Company, Limited, and consist of a set of twin-screw triple-expansion engines, having cylinders 35in., 43in. and 70in. stroke, steam being supplied by six large single-ended boilers working at 200 lb. pressure, and fitted with Howden's forced draft fan. The vessel has been designed for a deadweight cargo capacity of about 9,000 tons, and is fitted with accommodation for about 45 first-class passengers. She can also carry a large number of emigrants, if required. The contract conditions as regards speed were somewhat severe, the vessel having to run for a four hours' full power trial and subsequently a 24 hours' consumption trial. During the former the mean h.p. developed considerably exceeded the guaranteed power. The 24 hours' trial was equally successful, the vessel attaining a mean speed during that period of over 14 knots, the guaranteed speed being 13 knots. This vessel is the first of three which the same builders are constructing for the Chargeurs Reunis, and they will be entered in the All-round-the-world service, inaugurated by this Company in 1905, which service commences at Antwerp and Dunkirk and proceeds via Suez to Singapore, Hongkong, Shanghai, and other Eastern ports and thence via the Pacific to various ports on the West, and East Coast of South America, and subsequently to the United Kingdom, France, and Antwerp. The owners represented on board during the trials by Comte J. De Sayve, one of the directors, and Mr. G. Fraton, manager, who, on behalf of the Company, expressed their approval of the steamer's performance.

## To-day's Advertisements.

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of one Shilling and six pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15 p. cent. for the year ending 28th February, 1907. Coupon No. 9 is payable on and November, at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai. SHEWAN, TOMES & Co., Agents. Hongkong, 30th October, 1907. [963]

## JAPANESE CURIOS.

SELLING OFF AT COST PRICE.

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A LARGE STOCK

OF CHRISTMAS CARDS, CALENDERS, TOYS, JAPANESE DOLLS, LANTERNS

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(ALL OF LATEST DESIGN AND PATTERN).

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TEA SETS,

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PICTURES &amp; FRAMES,

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We take this opportunity of tendering our thanks to all our customers for their valued support, and for the many expressions of approval received from patrons in every part of the world during the past year.

## NIKKO CO.,

No. 5, ARSENAL STREET,

HONGKONG.

Hongkong, 30th October, 1907. [96]

## QUICK VICTORIA'S LETTERS.

REMARKABLE VOLUME.

A STRONG CHARACTER.

London, 16th October.

The correspondence of Queen Victoria between 1837 and 1891 has been published by Mr. John Murray, the publisher, with the Royal authority.

It throws into strong relief the remarkable personality of Her Majesty.

The letters range from girlish transports upon her "betrothal to a perfect angel," to statesmanlike declarations of a sagacious sovereign upon the most important State affairs.

They display the keenest watchfulness of every phase of domestic and foreign questions.

A strenuous insistence is made on every prerogative of the Crown coupled with a rigorous adherence to the constitutional position.

A notable letter after the death of the Prince Consort says: "I am determined never to allow anyone who is a bad guide to dictate to me."—*Reuter*.

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Selling.

London—Bank T.T. .... 2 1/8  
Do. demand ..... 2 1/8  
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1 month's sight L/C. .... 2 1/8  
3 month's sight L/C. .... 2 1/8  
6 month's sight L/C. .... 2 1/8  
12 month's sight L/C. .... 2 1/8  
1 month's sight do. .... 2 1/8  
3 month's sight do. .... 2 1/8  
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12 month's sight do. .... 2 1/8

## Intimations

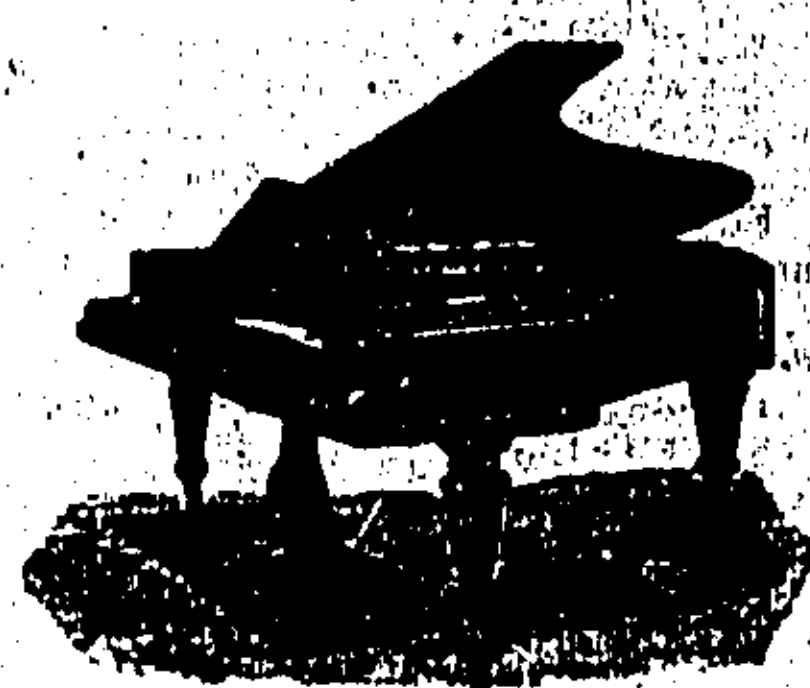
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BY

STEINWAY,

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Hongkong, 22nd August, 1907. [93]

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"SCOTCH"

WHEN YOU TASTE IT YOU WILL APPRECIATE THE MANY GOOD QUALITIES

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IT IS ALL SCOTCH AND THE BEST OF

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WHAT MORE NEED BE SAID? YOUR WINE MERCHANT HAS IT OR WILL GET IT FOR YOU.

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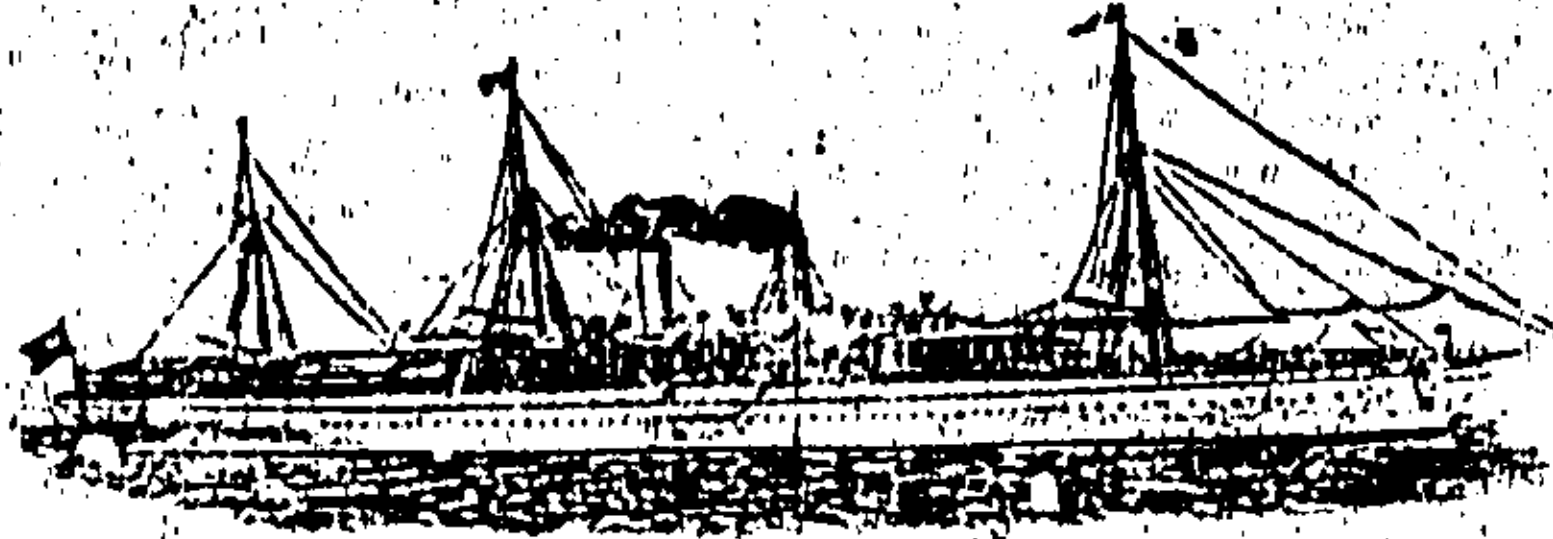
WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd October, 1907. [94]



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

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"EMPEROR OF JAPAN" 6,000	THURSDAY, Nov. 11st Dec. 9th
"EMPEROR OF CHINA" 6,000	THURSDAY, Dec. 19th Jan. 6th
"EMPEROR OF INDIA" 6,000	THURSDAY, Jan. 16th Feb. 3rd

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The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence £40. via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 24th October, 1907.

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO. LD.

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For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 1st Nov., 4 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 1st Nov., 4 P.M.
SHANGHAI	"WANGSANG"	SATURDAY, 2nd Nov., 4 P.M.
TIENSIN	"CHONGSANG"	MONDAY, 4th Nov., 4 P.M.
SANDAKAN	"MAUSANG"	THURSDAY, 7th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	"NAUSANG"	FRIDAY, 8th Nov., 3 P.M.
MOI	"LOOWSANG"	FRIDAY, 8th Nov., 4 P.M.
MANILA	"LOOWSANG"	FRIDAY, 8th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	TUESDAY, 12th Nov., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 05	\$ 100
Penang	85	130
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\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kufat, Labad, Datu, Simporna, Tawao, Usukan, Jessellon and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 30th October, 1907.

## CHINA NAVIGATION CO., LIMITED.

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FROM	STEAMSHIP	TO SAIL
SYDNEY & MELBOURNE	"TAIYUAN"	31st Oct., Noon.
HOIHOW & HAIPHONG	"BINGAN"	2nd Nov., daylight.
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SWATOW & SHANGHAI	"PAKHAI"	5th Nov., "
SWATOW & SHANGHAI	"KWANG"	6th Nov., "
SWATOW & SHANGHAI	"KIUKIANG"	6th Nov., "
CHEFOO & TIENSIN	"KUEIHOW"	13th Nov., "
KOBÉ	"TSINAN"	25th Nov., "

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Highest Class, newest, fastest and most luxurious Steamers

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—All the most up-to-date arrangements for comfort of

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Steamship. Tons. Captain. For. Sailing Dates.

LAZARO	2540	Fraser	MANILA	SATURDAY, 2nd Nov., 1907.
KUBI	2540	Almond	"	SATURDAY, 9th Nov., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th October, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship. Tons. Captain. To sail.

"OCEAN MONARCH"	On the 2nd November, 1907.
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For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th September, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



150,000 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardess, Carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
SILESIA ..... 2nd Nov.	SILESIA ..... 11th Dec.
SCANDIA ..... 2nd Dec.	CANDIA ..... 8th Jan., 1908.
Hongkong, 10th October, 1907.	

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATOON APCAR," Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 2nd prox., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 29th October, 1907. [957]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOI, KOBÉ AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut	9,566	E. V. Roberts	15th Nov.
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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The two-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queens Buildings, Hongkong, 28th October, 1907. [112]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBÉ AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers. Tons. To sail.

KATHERINE PARK	5,000	About End of Nov.
KASATO MARU	6,100	Sometimes in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, Yokohama Building.

Hongkong, 12th October, 1907. [111]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4. Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHUNYON S.S. CO., LD., No. 8, Queen's Road West, Hongkong, 2nd July, 1907. [110]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "DODWELL & CO., LIMITED, Agents. Hongkong, 5th October, 1907. [64]

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 5th October, 1907.

## To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1907. [66]

TO LET.

LARGE and SPACIOUS GODOWNS (Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty)

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1907. [439]

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—THE COMPTON DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central. Hongkong, 22nd October, 1907. [940]

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZEILAND STREET.

NO. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 16th October, 1907. [922]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—JARDINE, MATHESON & CO., LD. Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—COMPTON DEPARTMENT, Jardine & Co., Barretto & Co. Hongkong, 14th October, 1907. [665]

TO LET.

"HATHERLEIGH," Conduit Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 15th October, 1907. [629]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 20th September, 1907. [110]

## For Sale.

## KUHN &amp; KOMOR'S ART CURIOS STORE

will be RE-OPENED on the 7th inst., at No. 15, QUEEN'S ROAD (under Connaught Hotel), AND

A CLEARANCE SALE AT GREATLY REDUCED PRICES will be held to the END OF THIS MONTH. INSPECTION CORDIALLY INVITED. Hongkong, 2nd October, 1907. [886]

FABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA. Hongkong, 29th July, 1907. [54]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.00 per Ton ex Factory.

SHEWAN, TOMES & Co., General Managers. Hongkong, 3rd October, 1907. [110]

PATHE FRERES, PARIS.

CINEMA TOGRAPHS AND FILMS.

NEW FILMS ARRIVE WEEKLY. Price 45 cents (Straits Currency) per metre.

SOLE AGENT FOR The Straits, Borneo, Java, Sumatra, Siam, Hongkong, The Philippines, &c. F. DREYFUS, 19, Stamford Road, Singapore. [776]

SWATOW DRAWN WORK COMPANY, 38, WELLINGTON STREET.

Dealers in all kinds of LINEN, GRASS CLOTH, &c., all of the best quality.

ALSO SWATOW BEST PEWTER-WARE. CANTON EMBROIDERY and CHINESE LACES.

all from the best French patterns. HONGKONG and SWATOW. Hongkong, 19th October, 1907. [828]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods. Wm. PARLANE, Manager. Hongkong, 22nd June, 1907. [110]

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'ARQUILL STREET, HONGKONG. Hongkong, 3rd September, 1907. [1800]

A WONDERFUL DISCOVERY.

This is the age of the scientific method, when all nature, so to speak, is ransacked by the scientific method for the comfort and happiness of man. Science has indeed made great strides during the past century, and among these by no means least important—the discovery of the cause of disease.

THE THERAPION.

This preparation is unquestionably one of the most genuine and reliable of the modern era. It is a discovery of the century, and it is a discovery of the century.

It is a discovery of the century, and it is a discovery of the century.

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## SHARE QUOTATIONS

Supplied by Messrs. B. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND BASED ON LAST YEAR'S PROFIT.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Do.	40,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
National Bank of China, Limited	50,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
North China Insurance Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Union Insurance Society of Canton, Limited	2,400	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Yangtze Insurance Association, Limited	8,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Fire Insurance Company, Limited	8,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	20,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Douglas Steamship Company, Limited	20,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Do. do. (Deferred)	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Tug and Lighter Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Do. do. (Preference)	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
"Shell" Transport and Trading Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
"Star" Ferry Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Taku Tug and Lighter Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Luzon Sugar Refining Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Perak Sugar Cultivation Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Raub Australian Gold Mining Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Dock and Engineering Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai and Hongkew Wharf Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Astor House Hotel Company, Limited (Shanghai)	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Central Hotel, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Hotel Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Humphreys Estate & Finance Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Kowloon Land and Building Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Land Investment Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
West Point Building Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
International Cotton Manufacturing Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Laohung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Soy Chee Cotton Spinning Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Campbell, Moore & Co., Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
China-Borneo Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
China Flour Mill Co., Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
China Light and Power Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
China Light and Power Company, Limited (special shares)	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
China Provident Loan & Mortgage Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Dairy Farm Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Green Island Cement Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hall & Halls, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Electric Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Ice Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Maatschappij tot Exploitatie van Landbouwen-planten in Langkat, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Peak Tramways Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Peak Tramways Company (new)	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Philippine Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Gas Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Hops Bazaar Co., Ltd.	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Pulp and Paper Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai-Sumatra Tobacco Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shanghai Waterworks Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
South China Morning Post, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Steam Laundry Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Tientsin Waterworks Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Union Waterboat Company, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
United Asbestos Oriental Agency, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Watson, (A. S.) & Co., Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
William Powell, Limited	10,000	\$125	\$125	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

\* These shares are entitled to half of the profits.

## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJI-  
DOU, SOYIT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEEAN AND  
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"  
Captain Girard, will be despatched for  
MARSEILLES on TUESDAY, the 1st  
November, at 1 P.M.

This Steamer connects at Colombo with one  
of the Company's Australian steamers bound  
for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:  
S.S. "TONKIN" 15th Nov.  
S.S. "POLYNESIE" 15th Dec.  
S.S. "TOURNAI" 15th Dec.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 29th October, 1907.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship  
"LIGHTNING,"  
Capt. E. Fea, will be despatched for the above  
Ports on TUESDAY, the 5th prox, at 3 P.M.

For Freight and Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 29th October, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&amp;c. &amp;c. &amp;c.

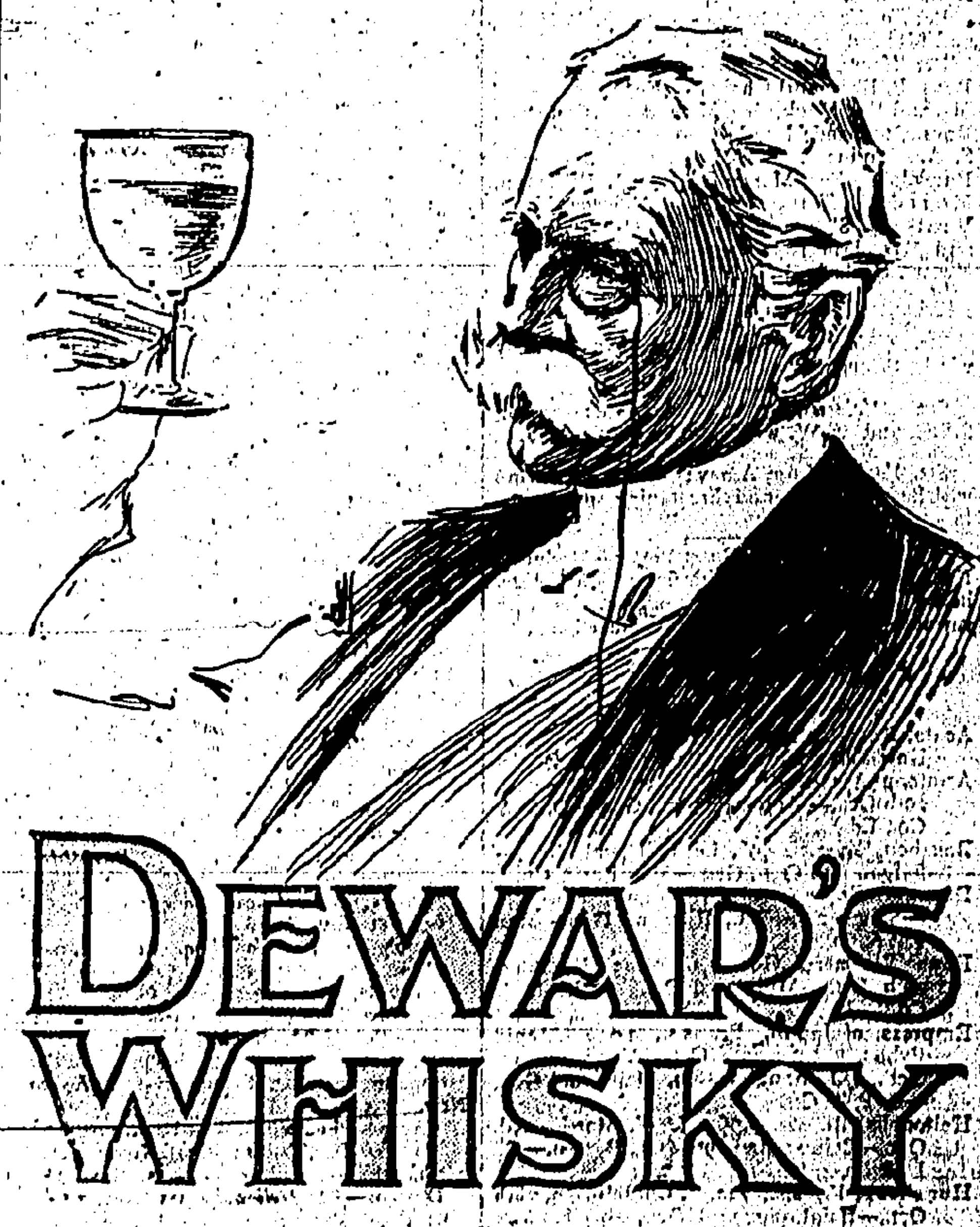
KODAKS, FILMS,

Telephone 256.

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



Sole Agents. BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Queen's Road Central.

[408]